



MICHIGAN TRUCK SAFETY COMMISSION ANNUAL REPORT Fiscal Year 2013 October 1, 2012-September 30, 2013 Pursuant to Public Act 348 of 1988 As of November 15, 2013

Prepared by the MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING P.O. Box 30634 Lansing, Michigan 48909 Michigan.gov/ohsp

MISSION STATEMENT

"To improve truck safety by providing Michigan's trucking industry and the citizens of Michigan with effective educational programs and by addressing significant truck safety issues."

2013 MICHIGAN TRUCK SAFETY COMMISSIONERS

The Michigan Truck Safety Commission (MTSC) shall carry out all responsibilities as mandated by Public Act 348 of 1988, the Michigan Constitution, and by statute. The commission shall promote truck safety through truck driver safety education programs, research and demonstration projects, truck safety enforcement efforts, and other methods it deems appropriate within the state.

The following 11 commissioners served on the MTSC in Fiscal Year 2013:

Mr. Fred Bueter, Chair

Representing Michigan Department of State

Mr. Thomas O'Brien, Vice-Chair

Representing Michigan's Community Colleges

Dr. Daniel Blower

Representing Michigan's Four-Year Colleges or Universities

Mr. Keith Ferris

Representing General Public

Mr. David Goller

Representing Organized Labor

Mr. Walter Heinritzi

Representing Michigan Trucking Association

Mr. Kenneth Houck

Representing Private Motor Carriers

Capt. Harold Love

Representing Michigan State Police, Commercial Vehicle Enforcement Division

Mr. Charles Moser

Representing Michigan Transportation Commission

Mr. Michael L. Prince

Representing Michigan Office of Highway Safety Planning

Mr. Robert Ramels

Representing General Public



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INTRODUCTION

or more than 25 years, the Michigan Truck Safety Commission (MTSC) has served as a trusted advocate for the state's trucking industry. The MTSC is the only organization in the nation dedicated to commercial motor vehicle driver education and training paid for by the trucking industry instead of tax dollars.

Funding for the MTSC is provided by the Truck Safety Fund established by Public Act 348 of 1988. The Truck Safety Fund is administered by the Michigan Office of Highway Safety Planning (OHSP), a division of the Michigan State Police (MSP). The majority of the fund is used to support truck driver training, commercial motor vehicle enforcement, and research on commercial motor vehicle safety initiatives.

Training is coordinated by the Michigan Center for Truck Safety (MCTS), and commercial motor vehicle enforcement is conducted by the MSP Commercial Vehicle Enforcement Division (CVED).





In Michigan, development of a statewide Strategic Highway Safety Plan (SHSP) is directed by the Governor's Traffic Safety Advisory Commission (GTSAC). The SHSP was originally developed in 2004 and updated in 2007 and 2012. The GTSAC consists of the Governor (or a designee); the directors (or their designees) of the departments of Community Health, Education, State, State Police, and Transportation; the directors (or their designees) of the OHSP and Office of Services to the Aging; and three local representatives.

In the 2013-2016 SHSP, four broad traffic safety emphasis areas were identified which include at-risk road users, high-risk road users, engineering infrastructure, and system administration. Commercial motor vehicle (CMV) safety was identified under the at-risk road users emphasis area. The MTSC serves as the action team for CMV safety. The updated strategic plan serves as both the MTSC 2012-2015 Strategic Plan and as the SHSP CMV Action Plan for the GTSAC action team.

EMPHASIS AREAS

In the updated strategic plan, data-driven emphasis areas and strategies were identified to support the mission of the MTSC. These emphasis areas include strategies derived from the National Cooperative Highway Research Program (NCHRP) Report 500 Series Implementation Guide-Volume 13 *Guide for Reducing Collisions Involving Heavy Trucks*, and the University of Michigan Traffic Research Institute (UMTRI) 2007 report *Strategies to Reduce Commercial Motor Vehicle-involved Crashes, Fatalities, and Injuries in Michigan*.

The MTSC emphasis areas include:

- Improving CMV driver performance through education and enforcement.
- · Reducing fatigue-related crashes.
- Strengthening commercial driver's license programs.

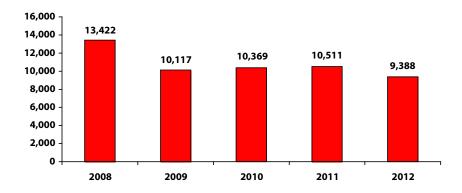
- Increasing knowledge about how CMVs and cars can share the road.
- Improving maintenance of heavy trucks.
- Identifying and correcting unsafe roadway infrastructure and operational characteristics.
- Improving and enhancing truck safety data.
- Deploying truck safety initiatives, technologies, and best safety practices.

OBJECTIVES

Based on the updated emphasis areas, the following objectives were identified:

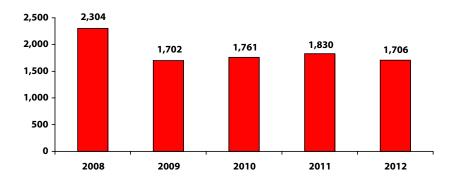
- Reduce the number of CMV-involved fatal crashes by a statistically significant number below the fiveyear trend line, taking into consideration the CMV miles traveled each year, by 2015.
- Reduce the percentage of CMV-involved fatalities per 100 million CMV miles traveled by a statistically significant number below the five-year trend line by 2015.
- Increase the CMV seat belt use rate by a statistically significant percentage by 2015.
- Evaluate the use of the CMV simulator to determine the effectiveness of this training by examining use rates by drivers and crash trend-line statistics after the training by 2015.

CRASH PROFILE 2008-2012



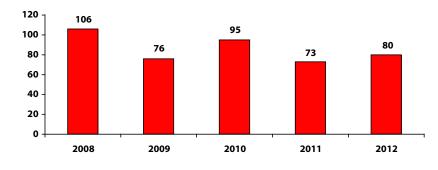
COMMERCIAL MOTOR
VEHICLE CRASHES
CMV crashes have decrease

CMV crashes have decreased 30 percent since 2008.



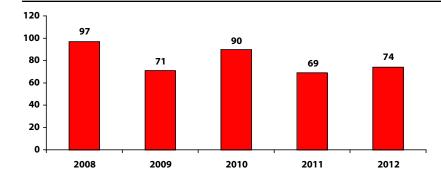
COMMERCIAL MOTOR VEHICLE INJURY CRASHES

CMV injury crashes have decreased 26 percent since 2008.



COMMERCIAL MOTOR VEHICLE FATALITIES

CMV fatalities have decreased 25 percent since 2008.

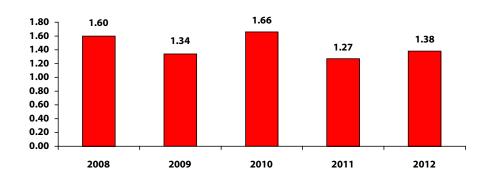


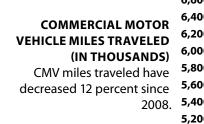
COMMERCIAL MOTOR VEHICLE FATAL CRASHES

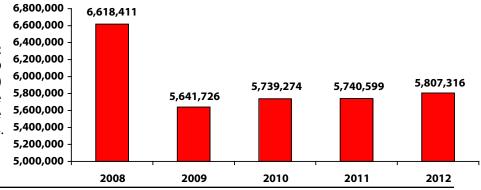
CMV fatal crashes have decreased 24 percent since 2008.



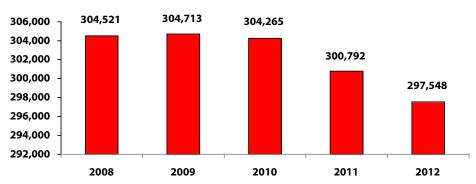
14 percent since 2008.







COMMERCIAL DRIVER LICENSES (CDLs) CDLs have decreased 2 percent since 2008.



*Note: The number of CDLs in 2010 was incorrectly reported in the FY2011 MTSC Annual Report.



MICHIGAN CENTER FOR TRUCK SAFETY

The MCTS is responsible for the educational programs sponsored by the MTSC and is funded through a grant to the Michigan Trucking Association (MTA) Education Center, Inc. The MCTS serves as the central source for truck driver training and information programs with offices in Lansing and Iron Mountain. In addition, a consultant in southeast Michigan promotes MCTS programs in the Detroit area.

MCTS staff answers questions about truck safety, CMV rules and regulations, and education programs through the MCTS Web site and toll-free hotline. The MCTS responded to 2,647 requests for information generated through the Web site, Truckingsafety.org.

The Are You Truck SMART? (Safe Monitoring And Responsible Training) campaign is designed to remind both CMV drivers and the public to safely share the road. The campaign focuses on educating passenger vehicle drivers about the limitations of big trucks including information on blind spots, stopping distances, and proper merging. Campaign brochures are distributed through the mail and at industry and public events.

The MCTS staff maintains working relationships with the American Association of Retired Persons, Michigan Driver and Traffic Safety Education Association, Michigan Department of State, MSP, and Michigan Department of Transportation.

TRAINING

In conjunction with the MTA, the MCTS operates the Michigan Center for Decision Driving (MCDD). The MCDD provides advanced, hands-on truck driver training using the facility's skid pad and classroom. Of the 1,455 participants trained this year, 75 percent were instate drivers.

When a new Michigan interstate carrier applies for a U.S. Department of Transportation (USDOT) number, a CVED safety auditor or investigator will visit within 18 months of the application to assess the carrier's level of compliance with the appropriate rules and regulations. The MCTS New Entrant Program assists new CMV carriers to prepare for their first FMCSA inspection by providing materials and training.

In February, MCTS partnered with MTA for the 11th annual Michigan Truck Exposition and Safety Symposium. Sessions taught by industry representatives and other experts were attended by 137 people. Session titles included:

- Size and Weight Issues
- eManifest Border Crossing
- Public Act 231 and How it Affects Your Company
- Independent Contractor or Employee?
- Hours of Service
- Driver Recruiting
- Responding to Pre-Employment Inquiries Regarding Safety-Sensitive Employees
- Federal Regulations Updates



At the direction of the MTSC, the MCTS tracks training participation in multiple courses within five key training categories. Some courses are utilized in multiple training areas.

categories. Some courses are utilized in multiple training areas.	
1. In the fatigue driving issues category, 4,810 participants were trained in the	_
Safety Management Training	
Decision Driving Course	•
Company Specific Training	
Michigan Truck Exposition and Safety Symposium	• •
Fatigue Awareness Program	196 participants
 National Safety Council, 	
Defensive Driving Course for Professional Truck Drivers (DDC-PTD)	
Mobile Truck Simulator	
New Entrant Contact Program	
2. In the commercial driver license category, 4,862 participants were trained	
Safety Management Training	
Decision Driving Course	
Company Specific Training	
Michigan Truck Exposition and Safety Symposium	
National Safety Council DDC-PTD	
Professional Driver Coaching	
Mobile Truck Simulator	
New Entrant Contact Program	
3. As part of the Share the Road and Are You Truck SMART? programs, 4,042 p	articipants were trained in
the following courses:	•
the following courses: - Safety Management Training	1,981 participants
 the following courses: Safety Management Training Company Specific Training 	
 the following courses: Safety Management Training Company Specific Training Michigan Truck Exposition and Safety Symposium 	
 the following courses: Safety Management Training Company Specific Training Michigan Truck Exposition and Safety Symposium Professional Driver Coaching 	
the following courses: Safety Management Training Company Specific Training Michigan Truck Exposition and Safety Symposium Professional Driver Coaching	
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MOBILE TRUCK SIMULATOR

The Mobile Truck Simulator is used to train drivers on crash avoidance techniques and educate the public on the limitations of large vehicles by providing an interactive, hands-on experience. The MCTS is attempting to expand participation from trucking companies by increasing mobility and awareness of this resource. At this time the simulator remains idle due to the lack of MCTS trained staff to operate the unit.

MATERIALS

The MCTS offers a variety of print materials and videos available by mail or through the Web site, including:

- End the Confusion card (only available at Secretary of State branch offices)
- Home Run for Safety brochure
- Mature Drivers and Trucks DVD
- Teens and Trucks DVD
- Truck Driver's Guidebook (updated in Fiscal Year 2013)
- Truck and Tractor-trailer Inspection DVD
- Share the Road DVD

The MCTS distributed 270 inspection DVDs and 32 Share the Road DVDs as well as 17,996 copies of the Truck Driver's Guidebook.

HOME RUN FOR SAFETY AWARD

The Home Run for Safety Award is given to individuals or companies that successfully complete the MCTS core programs. For drivers, this includes the National Safety Council DDC-PTD, Professional Driver Coaching, a decision driving course, and an online fatigue management course. An additional safety management course is required for the company Home Run for Safety Award.

Twenty *Home Run for Safety* individual awards were presented during FY2013.

MONITORING REVIEW AND AUDIT

OHSP published results of the Monitoring Review and Audit of the MCTS. The purpose of the Monitoring Review and Audit was to determine whether truck safety funds, provided to the MCTS in the form of grant awards from the State of Michigan, were appropriately used to promote truck safety education as required in the grant agreement.

The Monitoring Review and Audit cited significant findings in the management of the MCTS grant program including violations of the grant agreement with the State of Michigan. For expenses incurred in violation of the grant agreement for FY2010 and FY2011, the Truck Safety Fund was reimbursed \$287,492 for disallowed costs, program income owed, and net adjustments.

A finding for Asset Management showed equipment funded by the State of Michigan, and placed in storage for the Upper Peninsula Skid Pad, was liquidated through a transfer to the Upper Peninsula State Fair Authority to cover storage costs that were past due. This action was taken without notification to, or knowledge of, the State of Michigan or the MTSC, which is a violation of the grant agreement. One of the pieces of equipment was valued at \$13,000.

Other findings showed the MCTS was not securing competitive bids for outside services provided, and there were no written agreements for joint ventures between the MCTS and the MTA.

The findings detailed in the Monitoring Review and Audit were applied to costs incurred for FY2012 resulting in \$181,232 being reimbursed to the Truck Safety Fund for disallowed costs, program income owed, and net adjustments for expenses incurred in violation of the grant agreement.

Adjustments to FY2013 costs have been completed and are reflected on the Statement of Changes in Fund Balance listed on page 17.

A copy of the complete Monitoring Review and Audit is available from OHSP.

MICHIGAN STATE POLICE COMMERCIAL VEHICLE ENFORCEMENT DIVISION



MSP CVED responsibilities involving CMVs include enforcing general state laws, equipment requirements, weight restrictions, driver qualifications, requirements pertaining to transportation of hazardous materials, and criminal laws. Motor carrier officers also conduct high-visibility traffic enforcement and address homeland security issues, and infrastructure protection through CMV enforcement activities.

ENFORCEMENT

Special Transportation Enforcement Teams (STET) are highly mobile operations allowing motor carrier officers to address driver and vehicle violations in areas at higher risk for CMV crashes. STET operations generally focus on driver behavior-related violations as well as specific initiatives aimed at hazardous materials, equipment inspections, and weight restrictions.

Using STETs, motor carrier officers focused on driverrelated factors, such as driving too fast, improper lane usage, failure to yield, and following improperly in high crash corridors during the days and times with the highest percentage of truck crashes. Grant funding was awarded for 334 overtime hours to be used for STET activity on weekends and holidays.

MSP CVED has purchased several sets of portable scales, flashlights, and fingerprint scanners, as well as

12 mobile driver license readers. This equipment enhances the ability of motor carrier officers to perform effective CMV enforcement.

FY2013 (YTD) STET OVERTIME ACTIVITY	
Total Vehicle Stops	311
Safety Inspections	152
Total Citations	224
Speeding	60
Moving Traffic	4
Seat Belt	16
Driver's License	6
Illegal Parking	2
Total Hours Worked	334

EDUCATION

In addition, the *CMV Enforcement Quarterly* electronic newsletter was distributed to Michigan law enforcement agencies, prosecutors, and district court magistrates.

TRUCK SAFETY GRANT STATISTICS

REGULAR STET ACTIVITY	FY2013 TOTALS	FY2012 TOTALS	INCREASE/DECREASE*
Total Vehicle Stops	12,246	7,233	+3,200
Safety Inspections	7,017	5,851	+191
Total Citations	8,059	4,879	+2,129
Speeding	1,934	1,131	+577
Moving Traffic	341	199	+71
Seat Belt	1,062	547	+350
Driver's License	233	112	+87
Illegal Parking	137	120	+8
Equipment	438	317	+58
Total Hours Worked	17,515	11,857	+3,236

^{*}Note: The increase in STET activities in FY2013 is consistent with the increased hours-worked based on the funding award for FY2013.

RESEARCH

he MTSC awarded UMTRI two research grants.

A \$106,623 grant was awarded to evaluate the effectiveness of the MCTS curriculum and programs. UMTRI analyzed the education components and determined the programs were effective in decreasing crashes among CMV drivers after the drivers had completed one or more of the safety classes. UMTRI also determined the skid pad at the MCDD was the most effective of all of the safety programs offered at MCTS.

Another grant for \$133,095 was awarded to update a 2007 UMTRI study on strategies to reduce CMV-in-

volved crashes. UMTRI evaluated more recent data for comparison and determined the strategies presented in the previous study were still applicable in the 2013 update.

Both grant research projects are available on the OHSP Web site, Michigan.gov/ohsp.

The MTSC also sponsored a grant in conjunction with the FMCSA to conduct a Targeting Aggressive Cars and Trucks program. The analysis of these enforcement and education activities will be available in 2014.







STATEMENT OF CHANGES IN FUND BALANCE

FOR THE PERIOD ENDING SEPTEMBER 30, 2013

	FY2012	FY2013
REVENUES		
Truck Registration Fees	\$1,895,744	\$1,931,973
Variable Interstate Fees/Uniform Carrier Registration (UCR) Fees	\$750,000	\$750,000
Total	\$2,645,744	\$2,681,973
EXPENDITURES		
Administration	\$54,534	\$68,695
Education Programs	\$819,885*	\$598,783
Enforcement	\$1,473,407	\$1,917,691
Research/Other	\$41,668	\$256,252
Total	\$2,389,494*	\$2,841,421
EXCESS OF REVENUES OVER EXPENDITURES	\$256,250*	(\$159,448)
BEGINNING FUND BALANCE		
Total	\$1,438,123	\$2,130,360
ENDING FUND BALANCE		
Total Before UCR Carry-Forward	\$1,694,373*	\$1,970,912
Excess MSP CVED UCR Fees	\$732,746	\$568,232
Total Ending Fund Balance	\$2,427,119	\$2,539,144

^{*} Amount reduced from the FY2012 MTSC Annual Report due to reimbursements to the Truck Safety Fund for disallowed costs, program income owed, and net adjustments for expenses incurred in violation of the grant agreement for FY2010 and FY2011 as determined by the Monitoring Review and Audit of the MCTS.

The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

The ending fund balance in FY2011 includes an excess in UCR fees from the MSP CVED general account. This amount was added to the enforcement grant in FY2012 and is included in the reported expenditures.

While the fiscal year ends on September 30, the State of Michigan financial reports are not closed until later in the year. Any necessary adjustments in the

Truck Safety Fund revenues or expenditures will be reflected in the annual report for the following fiscal year. **Funding Sources**

- \$15 of the registration fee collected by the Michigan Department of State on most large trucks, per Public Act 346 of 1988, Section 257.801 of the Michigan Complied Laws
- UCR fees collected by the Michigan Department of Licensing and Regulatory Affairs, per Public Act of 347 of 1988, Section 478.7 of the Michigan Complied Laws

PUBLIC ACT 348 OF 1988

Establishment of the Truck Safety Fund and Michigan Truck Safety Commission

Section 247.675 of the Michigan Compiled Laws Sec. 25.

- (1) The truck safety fund is established and shall be maintained in the State Treasury. The truck safety fund shall be administered by the Office of Highway Safety Planning within the Department of State Police.
- (2) The Michigan Truck Safety Commission is established in the Office of Highway Safety Planning within the Department of State Police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:
 - (a) A member of the State Transportation Commission, or his or her authorized representative who is a member of the State Transportation Commission.
 - (b) The director of the Office of Highway Safety Planning, within the Department of State Police.
 - (c) The Secretary of State.
 - (d) The commanding officer of the Motor Carrier Division within the Department of State Police.
 - (e) Seven individuals appointed by the governor with the advice and consent of the Senate as follows:
 - (i) One individual representing Michigan community colleges.
 - (ii) One individual representing 4-year colleges or universities.
 - (iii) One individual representing the Michigan Trucking Association.
 - (iv) One individual representing private motor carriers.
 - (v) One individual representing organized labor.
 - (vi) Two individuals representing the general public.
- (3) The appointed members of the Michigan Truck Safety Commission shall be appointed for 2-year terms. The chairperson of the Michigan Truck Safety Commission shall be elected by a majority of the members serving on the Michigan Truck Safety Commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan Truck Safety Commission shall perform

- shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No.267 of 1976. A majority of the commission members serving shall be required to constitute a quorum.
- (4) The truck safety fund shall be expended in the following order of priority and in the following manner:
 - (a) Not more than 5 percent but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The Office of Highway Safety Planning may employ not more than 2 persons to assist in the administration of the fund.
 - (b) Not less than 30 percent, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:
 - (i) Establishing truck driver safety education programs.
 - (ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.
 - (iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.
 - (c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the Motor Carrier Division of

the Department of State Police and any expenses incurred by the Special Transportation Enforcement Team including, but not limited to, required equipment. The Motor Carrier Division of the Department of State Police shall submit an annual report of the activities of the Special Transportation Enforcement Team operations and expenditures of the fund for those operations provided by this subdivision.

- (d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:
 - Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.
 - (ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.
 - (iii) Performing other functions considered necessary by the Michigan Truck Safety Commission for the enhancement of truck and truck driver safety within this state.
- (5) The commission shall make an annual report to the chairpersons of the House Transportation and Senate State Affairs, Tourism, and Transportation committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.





